

## WILL SQUEEZE THE PEOPLE

An Agreement to Advance World's Fair Rates on the 1st of September.

Chicago-Indianapolis Lines Think They Can Get Plenty of Business at \$8 Per Head for the Round Trip—Reducing Expenses.

Yesterday a representative of the Journal was shown an agreement, which was signed by all the presidents of the roads in the Chicago and Ohio River Traffic Association territory, and also the general managers, in which all agree to advance the round-trip rate from Indianapolis to Chicago to \$8, and from Louisville and Cincinnati to Chicago and return to \$12, taking effect Sept. 1. In speaking of this agreement an official said that the roads were well satisfied that after Sept. 1 all would have, for the ensuing sixty days, all they could handle at the advanced rates. These were the rates first fixed upon for world's fair business. As an impression is out that the Lake Erie & Western is to go still lower with its rates, the world's fair, C. E. Daly, general passenger agent, was interviewed, and said, last evening, that no one had ever had any authority for stating that the Lake Erie & Western would drop to a one-dollar or a two-dollar rate, and that the Lake Erie & Western was as anxious to make money out of its world's fair line as were the others, and he expected that on Sept. 1 it would also advance its rates proportionately with the all-rail lines. It should be said that yesterday there were more tickets sold for Chicago at Indianapolis than in any three days of last week, the increase in business is already manifest, and it is no reason for believing that the presidents and general managers will recede from the agreement they have entered into.

A Popular Railroad Official.  
The Whitewater Pioneer Association, which held its annual picnic at Hunt's Grove, invited Superintendent B. S. Sutton to deliver an address before it was known that he would be transferred. On Saturday, Aug. 5, the address was delivered to some five thousand people, the subject being "Railroads and Farmers, Their Relations to Each Other." It was a good address upon an entirely new subject, and was appreciated by all who heard it. Quite a surprise, however, was in store for Mr. Sutton. Just before commencing his speech Mr. C. B. Keller, engineer of maintenance of way, stepped forward, and, on behalf of the employees of the Whitewater division, presented him with a gold-headed cane. On leaving the various organizations of the division on the Chesapeake & Ohio, to go to the Whitewater road, the employees presented him with an elegant gold watch and chain; now he is kindly remembered on leaving the Whitewater road.

The Retrenchment Wave.  
A notice was posted in the Evansville machine shop in Port Wayne yesterday notifying the employees, several hundred in number, that until further advised the working hours would be reduced from ten hours to eight per day. A similar notice was also sent to the shops at Springfield and Moberly, Mo., and Peru, Ind.  
President Milton H. Smith, of the Louisville & Nashville, has issued a circular letter notifying employees of a sweeping reduction in salaries. The cut affects all employees except trainmen. Their salaries cannot be touched on account of an agreement made with the various organizations of trainmen. The pay of all officers receiving \$38.33 a month or over is reduced 30 per cent. The pay of all officers receiving not less than \$50 a month, or more than \$38.33, is reduced 10 per cent. Those receiving \$45, and not over \$50, are reduced to \$45 per month.

East-Bound Shipments from Chicago.  
The total east-bound shipments from Chicago last week, except live stock, amounted to 49,908 tons, against 49,381 tons for the previous week, and 52,743 tons for the corresponding week last year. The roads carried tonnage as follows: Michigan Central, 5,834; Wabash, 4,807; Lake Shore, 8,360; Port Wayne, 6,371; Panhandle, 5,313; B. & O., 2,736; Grand Trunk, 3,082; Nickel-plate, 4,211; Chicago & Erie, 7,139; Big Four, 2,024. Shipments were made up of the following articles: Flour, 1,885 tons; grain and mill stuffs, 15,731; provisions, lard, etc., 13,300; butter, 1,574; hides, 1,876; lumber, 2,743; miscellaneous, 2,500. Lake shipments amounted to 24,262 tons, against 50,160 tons for the preceding week.

Grand Army Rates.  
The Atchison road has requested the Western Passenger Association to reconsider its attitude on Grand Army rates, but as a different decision from that already made by the association can only be made with the unanimous consent of the different roads, there is small chance of a reduction. The matter will be taken up at the first association meeting. General Passenger Agent Eustis, of the Burlington, now says his road will not reduce the number of its trains between Chicago and St. Louis and Denver. The time card is being rearranged, but the time of departure of the through trains from Chicago and their arrival at Denver and St. Louis will not be changed.

Personal, Local and General Notes.  
The Wabash has advanced switching charges at a number of points on its line and at terminals 50 cents per car.  
Freight train crews on the Wabash road are now compelled to wear badges while on duty, and the order is being strictly enforced.

The Illinois Central has declared a dividend of 2 1/2 per cent, in cash on the capital stock, payable Sept. 1, to stock of record Aug. 1.

J. B. Patton, warden at the southern prison, has invented a car coupler which he thinks has great merit and has gotten it patented.

C. H. Phillips, who has represented the Missouri Pacific at New Orleans, succeeds A. S. White as commercial agent of that company at Cincinnati.

Wm. A. Sprout, who last week was appointed division freight agent of the Wabash road at Toledo, entered the service of the company at Lafayette as a messenger boy.

The Chicago business over the Cincinnati, Hamilton & Dayton and the Monon is as heavy that Train 30 was, yesterday, hauled in three sections, and Train 36 in two sections.

Wm. A. Hissenden, the Monon conductor who lost one of his legs in a railway wreck last winter, was yesterday paid \$3,000 by the Order of Railway Conductors, of which he is a member.

On Saturday last there were handled on the Big Four system 37,172 passengers, the largest number in any one day, the fourth of July excepted, in the history of the consolidated companies.

The United States Express Company is making arrangements to have the Monon haul its through Cincinnati and Chicago express cars, which is quickly run each way over the Lake Erie & Western.

The Board of Trade of Columbus, O., and a large party of business men yesterday went over the Pennsylvania lines to the world's fair. The train consisted of a baggage car, four coaches and four sleeping cars.

The Wabash now claims to have the fastest scheduled train now run in this country, counting out stops; its schedule is fifty-six miles an hour between St. Louis and Toledo, as the Decatur Herald figures it.

position, and it is stated that if the place is filled by promotion Mr. Leachy will be the man.

E. B. Hutchinson, general claim agent of the Pennsylvania Company, who, a few days ago, accompanied by his wife, went to Maine to attend the funeral service of Miss Packard, late of Richmond, Ind., returned yesterday.

The people of LaPorte, Ind., are considerably excited that in getting out a book setting forth the pleasures to be had along the Lake Shore road only one page was given to LaPorte, and what is worse its population is set down at 7,000.

The executive committee of the Order of Train Dispatchers have sent out a circular to the effect that it had been unanimously decided that it was advisable to change the place of their annual meeting of Sept. 19 from Kansas City to Chicago.

Orin Warner, for more than twenty-five years with the Chicago, Burlington & Quincy, and for some time past traveling passenger agent for the company in northern Indiana and Michigan, has resigned, much to the regret of his superior officers and associates.

Charles B. Sloan, the well-known traveling passenger agent of the Chicago & Rock Island, last week took the position of assistant general ticket and passenger agent, with jurisdiction over all its Texas lines. In passenger circles it is thought to be an excellent move for the company.

Attilla Cox, of Louisville, has been appointed receiver for the Louisville, St. Louis & Texas railway by United States Circuit Judge H. H. Lorton, at Nashville, upon the application of Post, Martin & Co., of New York. The receiver is bonded at \$100,000 and here to take charge of the road.

Over his own signature D. B. Martin says he does not know of a man in his railroad acquaintance he would rather be associated with than E. E. McCormick, who on Sept. 1 becomes the passenger traffic manager of the Big Four. The two, he says, have not been business enemies, but business rivals.

Train 5 for Chicago, last night, over the Big Four, hauled two special cars; one was the Chesapeake & Ohio private car, which contained Governor McKinley, of Ohio, and a few friends; the other was the car of Vice President Peabody, of the Baltimore & Ohio Southwestern, en route, with his family to Chicago.

The Wabash people have under consideration the raising away with the old junction depot at Lafayette, which building was recently damaged by fire, as a ticket and transfer station, joining with the Big Four in putting in a modern interlocking machine and signal and doing away with it as a stopping place for express trains.

One who closely watches the movements of E. E. Ingalls, president of the Big Four, expresses the opinion that before long he will have the controlling stock of the Merchants' bridge and its terminals at St. Louis. He says that the Big Four system, it is owned by parties with it, though, would be glad to get a purchaser. The Vanderbilts interests, owning the bridge at St. Louis and across the Ohio river into Louisville, would be a very independent position.

J. Q. Van Winkle, general superintendent, and C. E. Shaff, secretary to President Ingalls, made a thorough examination of the physical condition of the Cairo division last week. They found the road in much better shape than they expected. The entire track is laid with a good heavy-pound steel rail, and it is tolerably well provided with ties. The road passes through fourteen county-seats, and, under the supervision of Superintendent Sutton, has a good outlook for the future.

A prominent railroad official remarked yesterday that, while the Evansville papers, as a much slated over D. J. Mackey's again getting control of the road, railroad men looked upon it as being an unfortunate thing for the Evansville & Terre Haute, as in the few months that other parties have controlled the line and C. G. Grammer has been its president, more had been done to improve the roadbed and its equipment than in the previous ten years—a statement which is undoubtedly true.

More than ordinary interest is taken in passenger circles in E. O. McCormick taking office as assistant general ticket agent of the Big Four lines. If on week lines he has made so remarkable a record, the question is asked, what will he do on a strong line in passenger circles? The fact that the Pennsylvania lines will be the most affected by his operations; that the passenger men on the Pennsylvania lines will have to exhibit more energy than in the past is a foregone conclusion, say the best-informed passenger officials.

"Zeh" at the Park Theater.  
The Park Theater, bright and clean throughout, opened its regular season yesterday, and standing room only was the welcome sign that greeted late comers. So great were the crowds at both performances that not only the aisles and lobbies were packed, but people crowded the stairways leading to the gallery. The capacity of the auditorium was more than exhausted. The theater is kept cool by artificial means, and the atmosphere was not uncomfortable even yesterday. "Zeh," a play that was seen at the Park last season, was the opening attraction and the ludicrous and exciting adventures of the Boomer countrymen, a part well played by Mr. John T. Hansen, were received with continuous laughter and cheering. There are some striking scenes in the piece, notably the representation of the world's fair, which is new and excellently managed, and the sensation and comedy are deftly mingled. Miss Rose Melville repeated her former success as Sis Hopkins, a grotesque character part, which she plays with little discrimination. Other parts were capably given by Irvin T. Bush, O. B. Yellingwater and Miss Katharine M. Evans, while the Cleopatra (Queen) and some good singing. There are singing and dancing in "Zeh," and other features that make it a good evening's entertainment. It will be repeated every afternoon and evening this week.

Southern Gush.  
New York Commercial Advertiser.  
The engrossed praise of a Florida Confederate soldier, Mrs. Grant, to Mrs. Jeff Davis naturally provokes in the former lady an intense lassitude. Mrs. Grant treated Mrs. Davis in simple, unadorned fashion, but the average Southerner can see the moon over his left shoulder without lapsing into verse. In cotton, whisky and gush Dixie leads the east.

Comstock Displeased.  
Detroit Free Press.  
What Anthony Comstock finds in the Midway Plaisance meets with the warmest disapproval. The things that most offend his critical taste are the features which show the customs of some of the oriental countries, and have little effect, except to remove some preconceived ideas which were much worse than the reality.

Pushy as a New York Commercial Advertiser.  
If men like Gen. John C. Black and Secretary Gresham would come forward and relinquish the pensions they receive as Union soldiers, perhaps Hoke Smith would not be obliged to deprive indigent outcasts of their sole support and send them to the asylum in the interest of reform.

A Battle for Blood.  
Is what Hood's Sarsaparilla vigorously fights, and it is always victorious in expelling all the evil taints and giving the vital fluid the quality and quantity of perfect health.

Hood's Pills cure all liver ills. 25 cents.

A world of misery is implied in the words "Sick Headache." A world of relief is wrapped up in a twenty-five cent box of

Beecham's Pills

THE SUNDAY JOURNAL



## ONE ENJOYS

Both the method and results when Syrup of Figs is taken; it is pleasant and refreshing to the taste, and acts gently yet promptly on the Kidneys, Liver and Bowels, cleanses the system effectually, dispels colds, headaches and fevers and cures habitual constipation. Syrup of Figs is the only remedy of its kind ever produced, pleasing to the taste and acceptable to the stomach, prompt in its action and truly beneficial in its effects, prepared only from the most healthy and agreeable substances, its many excellent qualities commend it to all and have made it the most popular remedy known.

Syrup of Figs is for sale in 50c and \$1 bottles by all leading druggists. Any reliable druggist who may not have it on hand will procure it promptly for any one who wishes to try it. Do not accept any substitute.

CALIFORNIA FIG SYRUP CO. SAN FRANCISCO, CAL. LOUISVILLE, KY. NEW YORK, N.Y.



The delicate pink shells that line the beach are no more beautiful than the complexion of the woman who uses

## Empress Josephine Face Bleach.

"Bleach" is in a sense a misnomer. It does not give a washed-out appearance to the face as the name implies. Instead, it imparts an attractive brilliancy, and positively removes wrinkles. Valuable to women of all ages.

Freckles, Pimples, Tan, Sunburn, Eczema, Acne—all diseases of the skin positively cured or money refunded.

ASK YOUR DRUGGIST FOR IT.

Whether quaffed from a vessel of tin, glass or gold; There's nothing so good for the young or the old—as

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A delicious, health-giving, thirst-satisfying beverage. A temperance drink for temperance people.

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This remarkably successful school provides thorough preparation for college or business, and careful supervision of health, habits and manners. It is much the oldest, largest and best equipped boarding school in Ohio. Catalogue free.

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Beautiful and ideal location. North of Cincinnati, Ohio. Full course of study. Preparatory and College. Best facilities in Music, Art, etc., with special care and supervision. May, F. B. Post, 222 N. D. St., Cincinnati, Ohio.

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## COPY OF STATEMENT OF THE CONDITION

OF THE —

## Westchester Fire Insurance Company

On the 30th day of June, 1893.

Located at No. 66 Wall Street, New York city, N. Y.

GEORGE R. CRAWFORD, President. JOHN Q. UNDERHILL, Secretary.

The amount of its capital is \$300,000. The amount of its capital paid up is \$300,000.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons \$104,738.88  
Real estate unincumbered 217,500.00  
Bonds owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value 878,800.00  
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 271,450.00  
Debits otherwise secured 45,421.58  
Debits for premiums 195,430.50  
Total assets \$1,671,108.94

LIABILITIES.

Losses adjusted and not due 877,089.65  
Losses unadjusted 17,804.00  
Amount necessary to reimburse outstanding risks 39,036.04  
Total liabilities \$1,040,838.87  
The greatest amount in any one risk, \$20,000.

State of Indiana, Office of Auditor of State.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1893, as shown by the original statement, and that the said original statement is now on file in this office. (SEAL.) In testimony whereof, I hereunto subscribe my name and affix my official seal, this 31st day of July, 1893. J. O. HENDERSON, Auditor of State.

## COPY OF STATEMENT OF THE CONDITION

OF THE —

## Life Insurance Company of Virginia

On the 30th day of June, 1893.

Located in Ninth and Main streets, Richmond, Va.

G. A. WALKER, President. JAS. W. PEGRAM, Secretary.

The amount of its capital is \$100,000. The amount of its capital paid up and secured is \$100,000.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons \$43,389.31  
Real estate unincumbered 16,031.35  
Bonds owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value 10,615.07  
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 591,655.18  
Debits otherwise secured 11,421.25  
Debits for premiums 6,000.00  
Total assets \$885,829.05

LIABILITIES.

Amount owing, and not due, to banks or other creditors 65,478.96  
Losses adjusted and not due 17,804.00  
Amount necessary to reimburse outstanding risks 65,000.00  
Total liabilities \$148,282.96  
The greatest amount in any one risk, \$10,000.

State of Indiana, Office of Auditor of State.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1893, as shown by the original statement, and that the said original statement is now on file in this office. (SEAL.) In testimony whereof, I hereunto subscribe my name and affix my official seal, this 31st day of July, 1893. J. O. HENDERSON, Auditor of State.

## COPY OF STATEMENT OF THE CONDITION

OF THE —

## CITIZENS' INSURANCE COMPANY

On the 30th day of June, 1893.

Located at No. 156 Broadway, New York.

EDWARD A. WALTON, President. FRANK M. PARKER, Secretary.

The amount of its capital is \$300,000. The amount of its capital paid up is \$300,000.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons \$154,390.81  
Real estate unincumbered 145,700.00  
Bonds and stocks owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value 450,170.00  
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 41,300.00  
Debits otherwise secured 98,725.09  
Debits for premiums 64,726.37  
Total assets \$950,212.96

LIABILITIES.

Losses adjusted and due 148.17  
Losses adjusted and not due 682,350.00  
Losses unadjusted 1,070.80  
Amount necessary to reimburse outstanding risks 454,989.97  
Total liabilities \$1,284,459.85

State of Indiana, Office of Auditor of State.

I, the undersigned, Auditor of State of the State of Indiana, hereby certify that the above is a correct copy of the statement of the condition of the above-mentioned company on the 30th day of June, 1893, as shown by the original statement, and that the said original statement is now on file in this office. (SEAL.) In testimony whereof, I hereunto subscribe my name and affix my official seal, this 31st day of July, 1893. J. O. HENDERSON, Auditor of State.

## COPY OF STATEMENT OF THE CONDITION

OF THE —

## GLEN FALLS INSURANCE COM'Y

On the 30th day of June, 1893.

Located corner Glen and Bay streets, Glen Falls, N. Y.

J. L. CUNNINGHAM, President. B. A. LITTLE, Secretary.

The amount of its capital is \$200,000. The amount of its capital paid up is \$200,000.

THE ASSETS OF THE COMPANY ARE AS FOLLOWS:

Cash on hand and in the hands of agents or other persons \$72,119.88  
Real estate unincumbered 31,400.00  
Bonds and stocks owned by the company, bearing interest at the rate of — per cent, as per schedule filed, market value 1,885,005.00  
Loans on bonds and mortgages of real estate, worth double the amount for which the same is mortgaged, and free from any prior incumbrance 527,558.67  
Debits otherwise secured 80,561.69  
Debits for premiums 104,928.64  
Total assets \$2,192,654.94

LIABILITIES.